

Summer Edition 2023

Stampe Club

STAMPE CLUB NEWSLETTER



NEW STAMPE CLUB FLYING SUITS?



OBJECTIVES OF THE STAMPE CLUB

To enjoy Stampe aircraft by promoting safe flying, upkeep, preservation and restoration, as well as to provide a forum for discussion, exchange of ideas and information and to act as a focus between members and international organisations responsible for licensing and flight safety, etc.

STAMPE MEMBERSHIP

The Stampe Club is an international group of members in twelve different countries including Australasia, Europe, the Far East and North America and whilst the Stampe Club is an organisation presently located in the UK, the content of the Newsletter is intended to serve an international readership. Contact: sec@stampeclub.org

Please Note

The views expressed in this communication are not necessarily those of the Stampe Club. Readers should be aware that the content is written mainly by amateurs. While reasonable efforts are taken to check the accuracy of statements in this Newsletter, no confidence should be placed in them unless independently checked and confirmed by an appropriate authority. Contributors to the Newsletter possess no greater expertise than that of their readers. Therefore, no advice, guidance, recommendation or factual statement should be relied upon until checked against a more dependable source. Neither the officers nor the contributors nor the Stampe Club accept responsibility for facts or opinions stated in this Newsletter.

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For more information visit www.stampeclub.com



A Fall From Grace

Club member, David Hicklin, provides a candid and heartfelt description of his experience of an inverted spin during a simple aerobatic manoeuvre. As David mentions, it can suddenly happen with little or no warning and can be alarmingly disorientating. Take notice!

I would like to share a recent experience, an event that occurred during aerobatic practice and I thought it might open out some scope for learning or at least discussion.

I had quite recently completed 6 hours of training at a respectable aerobatic academy, the level was basic or club standard. However, at my request, this included a lesson on inverted spin recovery.

On the day I had resolved to put into practice in my Stampe what I had learned in the aeros school's Grob I 15D2 and the exercise of my choosing was the slow roll.

It was a fine morning, light winds and bright sunshine and scattered clouds between 3000 and 4000 feet. The Stampe was airworthy, albeit I had removed a foot stirrup on the left side of the rudder bar because it had snapped. Whilst I had all the best intentions to replace it, I concluded that it would not affect the planned flight.



The Renault engine was in good order, albeit on this morning it showed some reluctance to start. All the signs were she was dry and after a couple of attempts of pressurising the fuel and priming there was evidence of fuel dripping from the manifold drain. My solo method of starting, with stick held back by harness, chocks in, brakes on and a couple of good wings, the engine started and settled down to nice idle rpm.

The taxi out, take off and climb to my chosen practice area were uneventful. I was now at 3500 feet; I had a good look around to see if anyone was following me, conducted my HASSEL checks and now it was 'proof of the pudding' time.

I have a visionary point above the nose of the aircraft which I must raise in order to get around the roll. With this in mind, my first

two attempts were abandoned due to not getting the nose high enough.

The technique I use is to begin the roll with ailerons simultaneously applying a little back pressure on the stick with a certain amount of opposite rudder and when it is done right, the nose dutifully slews upwards around the halo to my imagined point.

On the third attempt, the nose came up as I wanted, so I continued the roll, stick now full to the right with top rudder applied. The roll continued to a point between $\frac{1}{4}$ and $\frac{1}{2}$ roll, so just past the 'knife edge' where, and for whatever reason, I mistakenly applied a firm forward pressure onto the stick.

The result was instantaneous; the world was spinning around by ears, I felt as though the aeroplane was trying to throw me out, my left leg was dangling in space. I was without any reference to which way was up or down.

After the initial shock, the training kicked in, I looked over the nose to determine which way the Stampe was spinning and it was to the right. Therefore, I needed left rudder. However, this required control of my left leg still dangling in space due to the missing foot. Thankfully, after forcing my foot back onto the rudder bar, I applied a positive left push. The spin stopped immediately. Recounting an earlier spin experience to avoid flicking out and spinning in the opposite direction, I centralised the rudder bar. I have no orientation so a tentative push on the stick greatly increased the wind noise and encouraged me to pull instead. In the meanwhile, I had reduced the throttle and the developing dive was fairly quiet. At the bottom of my fall from grace, my Stampe had reached 140 kts and, as I climbed away, I quickly reckoned I had lost somewhere in the region of 1000 feet!

I settled the aircraft into a steady climb and collected my thoughts. Initially it was 'I'm lucky to be alive' and thereafter to add at least 1000 feet before attempting the exercise again. Climbing to 4500 feet, I was successful in six further, albeit slow rolls, not perfect. Perhaps due, in some respect, to my new shyness with the application of forward pitch on the elevator control!

I should consider the negative aspects of this experience, I feel there are inevitably people who will conclude that I am an idiot and should never be allowed anywhere near an aeroplane ever again. This feeling does not significantly add to my willingness to recount my experience in writing.

I will never be able to mitigate concerns of a potential accident no matter what; it is always difficult to reduce the severity estimate in any risk assessment. However, the probability of the event occurring again is significantly reduced with experience and so pen to paper.

On the plus side, I am sure there is a fraternity of folk with the opinion that, if you do this sort of thing, then mistakes will be made and this is why one does training. It is therefore all a natural experience towards developing that skill set.

So what! Well the lesson is about skills, if you have practised for a departure into uncontrolled flight, then chances are it will turn out alright. May I recommend then; getting some spin experience, talking to your local flying instructor and having a go.

I hope my experience is of benefit to someone, at least amusing to those in our community who have 'done that and got the tee shirt'. I still cannot fully explain how the Stampe reacted to my control inputs, I have suggested an inverted spin.

However, if you can provide further explanation, I would be very pleased to hear from you.

Safe flying.



The Environment Again!

The pressure from politics, media and climate activists in respect of CO2 emissions is increasing, but how does this impact Stampe owners?

Well, as previously emphasised, Stampes should, when possible, use unleaded fuel. It is generally better for our engines.

The EU has a wish to be climate-neutral by 2050. However, there may be exceptions for old vintage cars. So why not for vintage aircraft?

The fossil fuel debate continues, with many different points of view, albeit the recent weather patterns around the world provide an immediate and easy argument for the eco-headliners.

Whatever your point of view, do not think this is simply going to go away.



Photo by William Bossen on Unsplash

A Time To Mix Drinks?

With many vintage aircraft, including Stampes, moving away from LL100 to UL91 or less, can you mix the two? Well, the simple answer is yes!

Club member, Dr John Thorogood (who himself spent some 34 years with BP) has a son (also with BP) who kindly sourced the following information.

Mixtures of UL91 and 100LL are fully compatible, the resultant blend having an octane quality somewhere between the two, depending on proportions, but is usually slightly higher due to the non-linear blending of the TEL (Tetraethyl lead) additive.



Photo by Jose Lebron on Unsplash

What Does Undemanded Roll Mean To You?

The following article by Nigel Reid, published in the De Havilland Moth Club publication *Enterprise*, looks at the important skill of incipient spin recoveries. It is reproduced with their kind permission, together with an introduction by Stampe Club Secretary, Richard Ward, who also leads the Stampe Formation Flying Team.

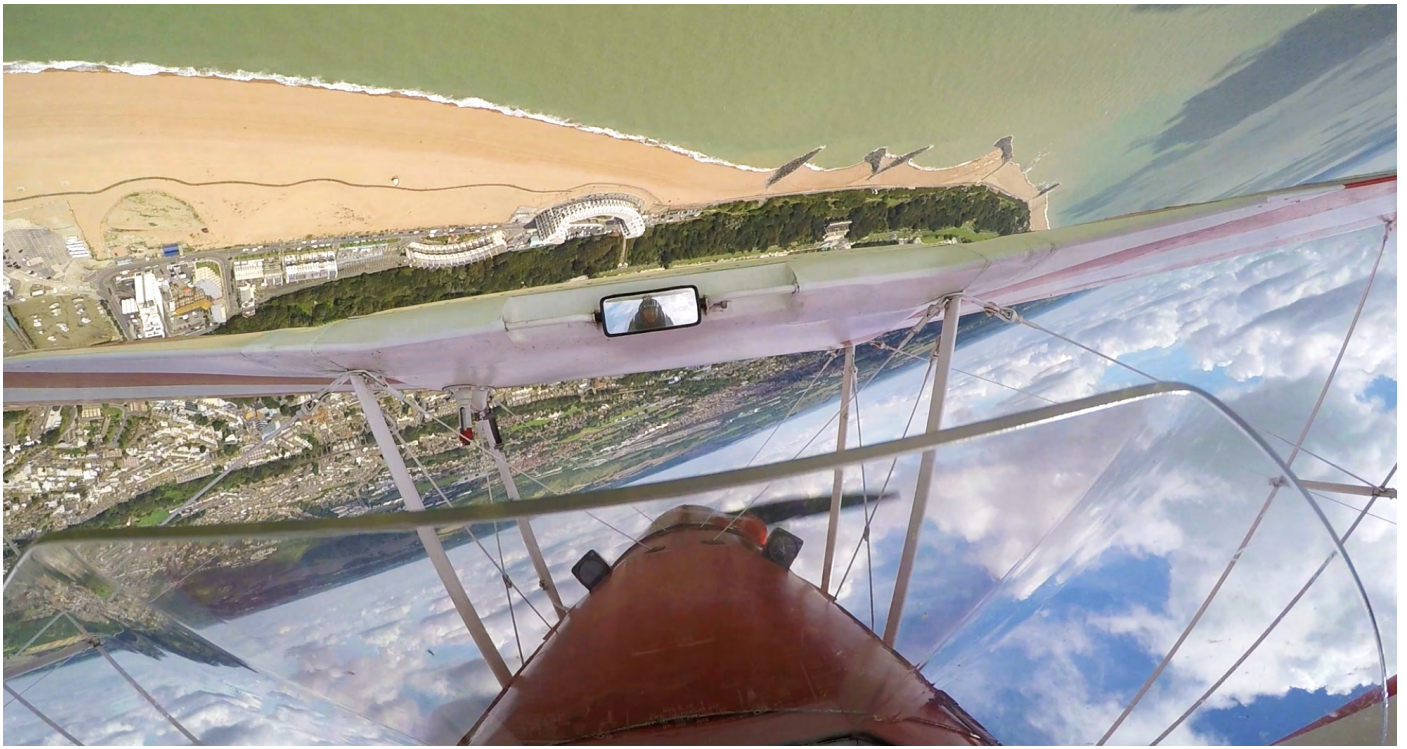
“Gentlemen, I am working my way through past copies of “The Moth”, the magazine of the DH Moth Club and came upon this article which I know will be close to all our hearts. It foretells the events leading up to dear old Angus’s accident, but also puts the scenario into a formation setting. The phrase “undemanded roll” is a great takeaway from this piece.

If the aeroplane is rolling, but you have not demanded it through aileron input, then you are in an incipient spin. If height is available, then centralise the controls with the power off and recover from whatever unusual attitude awaits but if height is not a luxury available to you (inside the left turn in number 3 position, perhaps), then simultaneously and without delay unload the wing by applying forward stick, opposite rudder and full power. Naturally you will leave the formation but as we have seen on several occasions, this is easily mended.

Of course, a competent leader should never put you in this position, but should the unthinkable occur and your speed is not as it should be, a call of “PLUS 5” or as appropriate should be made to mitigate the impending situation. **This article highlights the need for us all to remain proficient in the recognition of and the handling of incipient and fully developed spin recovery.**

Thanks for reading and for keeping it safe.
Richard.”





You should not engage in aerobatics unless you have been taught them to proficiency by an instructor and are thoroughly proficient at both the full and incipient spin recovery. Like all things when you are new to them, there is a substantial chance that you will get them slightly wrong in the early stages and may well spin or autorotate. You must have complete confidence that you can recover from these!

Let us consider two scenarios.

Scenario 1

We are pulling up into a stall turn, get to the vertical, looking out at the right wing nicely cutting the horizon and as the speed drops off towards zero, feed in the rudder to yaw the aircraft right. As the aircraft gets half way around the turn with the nose slicing down through the horizon it starts rolling right and very shortly after that it is rolling at a quite moderate rate to the right despite the ailerons being central. What is happening? Answer: the aircraft is almost certainly autorotating or it is in an incipient spin ... the same thing. The error has probably been

that a small amount of back elevator has been applied during the stall turn.

As speed has decayed the aircraft has become ballistic but the aerofoils have stalled at this point due to the slightly 'up' elevator.

Stall plus Rudder equals Spin! You are in the first part of a spin: the aircraft is auto rotating and requires the Incipient Spin Recovery Drill of holding all the controls central with the elevators neutral to slightly forward in order definitely to unstall the wing. This drill will recover the aircraft to controlled flight quickly with minimum loss of height. If the aircraft continues its undemanded roll then the full Spin Recovery Action should be taken: Close Throttle, Full Opposite Rudder, Pause, Stick Centrally Forward until the spin stops.

Scenario 2

You are a pretty experienced pilot by now, flying as a wing man in a formation display and are aware that as the inside man



Ian Amis Photography

(or woman) in the turn your speed is slower than normal, the slats* are out, (they have been out quite a lot lately) and in the strong gusty wind your leader is having a job not being blown onto the crowd. The ailerons are feeling a bit sloppy too!

The formation hits a small bump in the air and your aircraft starts an undemanded roll through 20 deg. in the direction of the turn. At low level you have only a second or two to recognise that this is an autorotation and the wings need to be unloaded and controls centralised. You will also, probably, have your second shock as the aircraft drops below the level of your team members and the ground looks awfully close!

There is only one priority and that is to unstick the aircraft and avoid the ground. If you do not unstick the aircraft you will be meeting the ground very shortly anyway! By now you will have dropped out of formation, had the biggest shock of your life and it is probably a good time to fly away

and climb into clear airspace. Give yourself a few minutes for the heart rate to settle and make a long unrushed approach to land, thankful that you are still alive.

It is worth thinking about these scenarios in the cold light of day, out of the cockpit with a cup of tea or glass of beer in your hand. Recovery from an incipient spin at low level could need more than the height available. Try it at altitude with an instructor if necessary and see how much height it burns. Manoeuvring at slow speed close to the ground in aircraft with small speed ranges and low performance can erode our stall margins very quickly, especially if coupled with a turn down wind or in turbulence.

Aerodynamics have little regard for experience and we fail to remember this at our peril. Some very experienced aviators have fallen foul of such phenomenon when flying at low level.

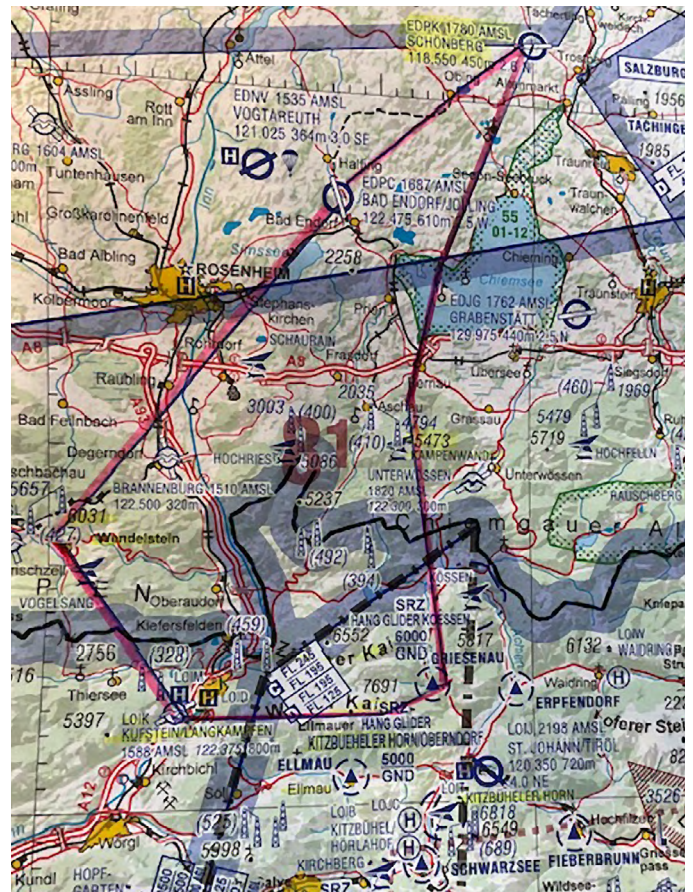
*Relate to a Tiger Moth top wing slats



Where Eagles Fly!

When visiting Munich, Austin Trueman decided to look up Club member, Franz Busse, who keeps his stampe in the beautiful Bavarian countryside. The resulting flight over the Alps into Austria provided an unforgettable experience.

Franz Busse's stampe is kept at Schönberg airfield (EDPK) which is a well maintained grass strip of about 450 metres (with an elevation of 1780 feet) and is located northeast of Munich in the undulating countryside of Upper Bavaria with the Alps in the distance. Quite beautiful!





Franz and Austin

The small timber framed hangar which (fits about five aircraft) has all the necessary amenities with ground radio assistance, together with all the usual personal lockers and tool cabinets etc. Very impressive.

Fortunately, Franz had a spare flying suit and flying jacket, together with a hardy sweater which Franz explained would be welcomed when flying at 6000 to 7000 feet through the mountains. The temperature at the airfield was a nice 25°C and getting warmer.

Depending upon winds, 450m is usually good enough for stampes. However, when using the westerly runway 26, a prompt turn is required to avoid a small forest which can also cause some 'interesting' manoeuvres.



For our flight we took off facing the Alps which required a constant power setting to get up across Chiemsee, a beautiful lake filled with water from the Alps and used as a reservoir. The power setting continued up to 6000 and then 7000 feet when reaching the mountains, when the power was brought back to maintain altitude.

The use of constant and prolonger power settings encouraged Franz to install a 'cylinder head temperature' indicator. In the mountains, you cannot always flatten the climb!

The rest of the flight was breathtaking flying between the mountains into Austria and passing the various observation and ski stations. Unforgettable!

When The Going Gets Tough – The Tough Get Going!

Well yes, that is certainly the case with Club member Franz Busse. He had a tug specially adopted for his needs which is used at the wonderful Bavarian airfield.

When connected, Franz is able to manoeuvre his wheeled tug and Stampe with skill and dexterity using one hand. It might look a bit odd, but it really works!

The tug is electric and self designed and self built. The parts come mainly from a car with a Smart car gearbox with a VW starter. The gearbox provides one gear forward and one gear back. The drive is designed to start slowly and then accelerate and is powered by a truck battery. It also has a name. Stampe Rollo!

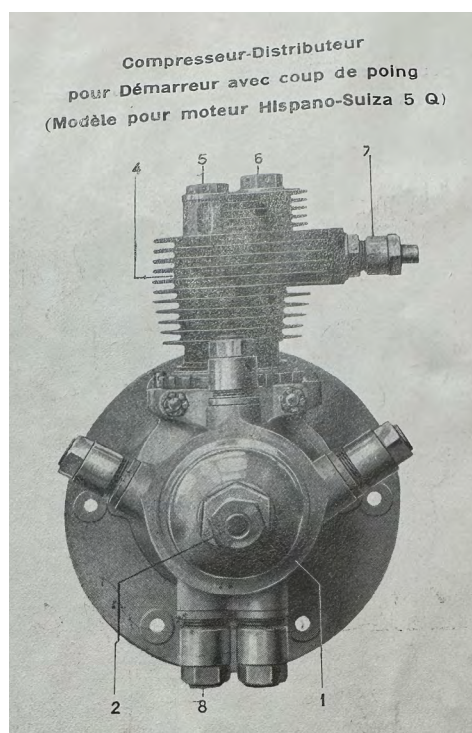
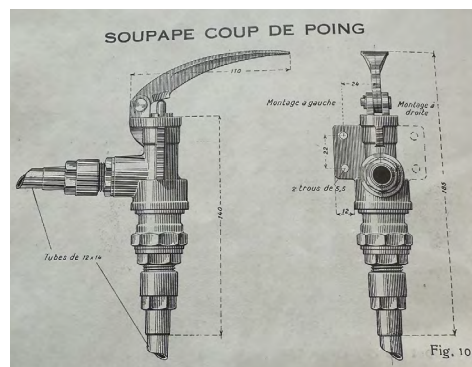


From the Stampe Club Library

The Stampe Club Library is available to all members. Log in to the 'Member's Section' on the Stampe Club website at www.stampeclub.com to access the library.

We were very excited to get our hands on a copy of the 'Viet Compressed Air Starter With Compressor' manual. It has been copied and exists in a single PDF file for download. Be warned it is a big file so go and make a cup of coffee whilst it is downloading. The technical manual gives a thorough explanation with superb diagrams on Assembly Adjustment and Operation.

As a club, we are always interested in adding useful files for members. If you have anything that is not currently in our library please get them scanned as high resolution as you can and email them to paul.anderson@littletiffenden.com. Thank you.



We Want Your Stories

With members all over the world, it would be interesting to learn how things are going in your 'corner of the world'.

So, if you have anything you would like to say (particularly if it is amusing and/or controversial) or simply interesting to other members, please send it in. Don't worry about your writing skills, it is the story that counts!

Please note the 'deadline' date for anything to be considered for inclusion in the next Newsletter is Friday, 27 October 2023. Feedback in response to any of the items raised is always welcome!



Contact:
newsletter@stampeclub.org



Austin Trueman - chairman@stampeclub.org

Richard Ward - sec@stampeclub.org

Jo Keighley - Treasurer@stampeclub.org

Guy Solleveld - technical@stampeclub.org

Editor - newsletter@stampeclub.org

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The Stampe Club has, since its existence, collated the names and contact details of members, as well as their aircraft details. It should also be clearly understood that the Stampe Club will never disclose a member's contact details to any third party without the express permission of that member.
